





## INTIMATION



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**The Daily Press.**  
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HONGKONG, 25th December, 1901.

The next meeting of the Congress of the United States is likely to be an important one in the history of the country. For some sixteen years the position of the three constituents of the somewhat complicated executive of the United States has been in a state of chronic strain. For the most part the Senate and the House have been in some vital point opposed, and between them the President has had to pick his steps warily, often to meet with a slap in the face from one or other, which in a constitution not so exactly balanced as that of the States would have rendered him utterly powerless, or compelled him to retire from office. At other times the President himself has been in open and acknowledged discord with both his houses, and it was only by a sort of mutual compromise that a *modus vivendi* was at last found, and the business of the country prevented from coming to a deadlock. It was only last year that the Senate gave the President such an ugly knock-down blow in the rejection of the HAY-PAUNCEFOTE treaty that no government not strong in the confidence of the country could have stood the shock. In the present Congress, under the new President, the skies look clearer, although an abortive attempt was made by a few less far-sighted members of the Senate to reopen the contest. But this is not the only question of importance to the world at large to occupy the attention of both sessions of Congress. Notwithstanding the victory of the late President McKinley over his opponent BREXON on the silver question, and the desire of the moneyed classes of the country that the issue should be fired once and for all time by the demonetisation of silver, McKinley was never in sufficient touch with Congress to have an act passed to that effect. Practically, and with the

tacit consent of the country, the sole standard has become the gold dollar, but until this is legally and officially recognised it is still in the power of agitators from time to time to raise the question when desirous of embarrassing the Government for the time being. It was the intention of the late President to do his utmost to have this anomaly redressed, and it is understood that Mr. ROOSEVELT is equally anxious with his predecessor to have this done; but will Mr. ROOSEVELT's influence with the Senate prove stronger than that of his predecessor? Much may yet rest upon this during the remainder of his term. It is, however, in questions of tariff that the struggle is likely to be keenest: President McKinley made no secret of his opinion that the system that went by his name had its disadvantages, and that already the burdens upon trade as well as the pressure on the people of the States were becoming too oppressive as to call for some modification. Mr. ROOSEVELT in his utterances on succeeding to office expressed pretty plainly ideas that implied his preference for a tariff for revenue. The fact is that at the close of the financial quarter there was so much actual specie piled up in the United States treasury—nearly five hundred and fifty million dollars—that the look-out was embarrassing, and that the Treasury found it necessary to cancel its notes accordingly. Such a fact may indicate a state of high prosperity, but as withdrawing for the moment so large a mass of currency from the industries of the nation it has peculiar dangers of its own. The effect of the highly protectionist tariff of the last ten years has been, as was intended, to cause an inflow of gold into the country; but like any other commodity, gold may become a drug, and as a drug must fall in value when brought in contact with other commodities. There is no doubt that this depreciated value of gold in the States has already proceeded to such an extent as seriously to interfere with the exporting capacity of the country. Nominally, it is true, the exports have been increasing in quantity and value, but it behoves the people of the States to understand at whose expense this has been effected. It is already becoming a subject of complaint that the great combinations fostered by the present revenue system of the States are only enabled to export in the quantities they have done during the last few years by raising the price in proportion to their home constituents. In principle this does not differ from the system of bounties practised by some of the European States—which is expressly forbidden by the constitution of the States. Though the people do not pay the amount in taxes, as do their neighbours in Europe, they do pay all the same, and it makes little or no difference whether the money comes out of their pockets as taxes, or in artificially enhanced prices for the necessities of life. That Mr. ROOSEVELT has, with many of his countrymen, come to understand this, is plain from his early speeches; but Protection is still in the United States a word to conjure by, and those whose profits depend on it are not likely to let it become a byword so long as their personal influence can prevent it. Mr. ROOSEVELT has shown himself too wise a statesman to be likely to make shipwreck of his political reputation by seeking to hasten the conflict before it is ripe, and has announced that he does not intend to propose any changes in the Tariff. This is the act of a wise man; the principle that the present excessive tariff must before long be modified is growing in the States, and any attempt at interfering with the growing plant would be in the last degree dangerous, as well as unpopular. Give a dog rope enough, and he will hang himself. Protection has had a long innings, but the indications are that the innings is coming to an end.

The only case of communicable disease reported in the Colony last week was one of small-pox. No details of the case are to hand.

A Chinaman who was surprised in an act of larceny on board the s.s. *Maidens* in the harbour, jumped overboard in attempting to evade capture, and was so seriously injured that he had to be taken to hospital.

As the result of a hand-tilt at Hangchow, where a hill is being cut down to fill in the forebay, the police report that one man has died from injuries sustained. Another Chinaman was severely hurt, and is presently in hospital.

The *Indian Daily News* learns that travelling inspectors of railway accounts will be sent to China from India for the Shanghai-Kowloon Railway, and Mr. Franks, of the North-Western Railway, and Mr. Yakebo, of the Eastern Bengal State Railway, have been recommended for the appointments.

The Empire Comedy and Tadeville Company, which recently visited Hongkong, opened in the Lyceum Theatre, Shanghai, on the night of Monday last.

When the members of the Royal Navy Club, 1765-85, dined at the Whitehall Rooms, Hotel Metropole, on the 19th ult. to celebrate His Majesty's birthday and to commemorate the battle of Camperdown, with Vice-Admiral Sir Harry Rawson in the chair, the guest was Major-General Sir Alfred Gasele.

M. Hubbard, in his report to the French Chamber on the Chinese indemnity claims, compares the French claims with those of Germany: "The French claim amounts to about 1,195,000,000 for an expeditionary force of 637 officers and 16,650 men; the German claim to 1,304,000,000 for a force of 185 officers and 18,700 men." These figures refer to the claims by the two Governments for State expenditure.

The story circulated in Japan about the proposed Russo-Chinese warship deal is that on the occasion of M. Romanoff's recent visit to Vladivostok, he was strongly urged by the Governor of that place to complete the purchase, and he consented to use his influence on his return to St. Petersburg. The cost of the ships would be deducted from the amount of the Chinese indemnity, or rather indemnities, bonds would be handed over to the syndicate that undertook the building of the vessels and have not yet been paid for them.

In our issue of the 18th inst. we had a report of the China Association dinner in London on the 11th ult., taken from the home papers. Sir Thomas Sutherland was made to say in the course of his speech wishing "Prosperity to the Association" that "He believed there was great danger in a return to power of the anti-foreign and reactionary Government, and he trusted our Government would not allow themselves to lapse into that ignorance and indifference which distinguished our Ministers in Peking when they were totally unconscious of danger until within a few hours of the time when the Legations were actually besieged." The word "our" should have been "the." The mistake was not ours, but we are glad to make the correction, as the Chairman of the Association did not intend to cast a reflection on Sir Claude MacDonald.

We have to acknowledge receipt of numerous calendars and almanacs for 1902. Messrs. Lane, Crawford & Co., general storekeepers and ship chandlers, issue as formerly a neat and serviceable little calendar in leather. Messrs. Siemens & Co., the Hongkong agents of the Transatlantic Fire Insurance Co., Ltd., Hamburg, and of the Sun Fire Office, London, send us copies of the calendars issued by these companies. Others received are those of the New Zealand Insurance Co., the Liverpool and London and Globe Insurance Co., and the Phoenix Assurance Co., of London—all from Messrs. Douglas Laiprak & Co.; the Northern Assurance Co., from Messrs. Turner & Co.; the Manchester Assurance Co., from Messrs. Holiday, Wise & Co.; the Royal Insurance Co., from Messrs. Melcher & Co.; the Imperial Insurance Co., Ltd., of London, from Messrs. Dodwell & Co., Ltd. The Nippon Yusen Kaisha (Japan Mail Steamship Co.) issue a very pretty pictorial calendar; the P. & O. Steam Navigation Co. a useful pocket diary and almanac with illustrated frontispiece. Of similar form to the latter is the illustrated almanac and diary of the Royal Insurance Co. Mr. A. R. Mart, general agent of L'Union Fire Insurance Co., Ltd., of Paris, sends a calendar and a neat pocket-book issued by his company. The calendar of the American Tobacco Co. is admirably set off by the embossed portrait of a lady. That of the Manufacturers' Life Insurance Co., Toronto, Canada, takes the form of a coloured map of the World, and is presented by Messrs. Bradley & Co., the local agents.

The travelling correspondent of the *London Daily News*, writing after a visit to Vladivostok, says:—The impression left on my mind, after inquiring into the foreign import trade all through Siberia, is that Germany comes first. America makes a good second, while Great Britain is a very bad third, with France and Austria on her heels. Vladivostok certainly needs a British Commercial Agent. A University man is not necessary; but a man who understands trade, who is not afraid of the price of candles in local stores, who will keep his eyes on things in demand, and who knows how cheaply they can be made in England, would be invaluable. I met a Britisher from Shanghai who was half despondent and half blasphemous about British trade not holding its own. Personally, I know the majority of British Consuls in the East are capable men. But he was furious against the whole tribe. He gave me what he called an instance of how the British Consul is "too big for his job." He wanted to see a Consul recently asked: "Could you please give me a list of all the merchants in the town who are in such-and-such a line?" "Who are you?" asked the Consul. "Well, I'm travelling to push this particular line in the East." "Look here," said the Consul, "You mustn't think I'm here as a sort of directory to help men who have got something to sell." "Then what are you here for?" asked the traveller. "Your manner is rather rude," said the Consul. "Please tell me what you are here for, if it is not to help British firms who want to develop trade, and I will apologise," said the traveller. "You quite misunderstand a Consul's duties," replied Great Britain's representative. "No," continued this wretched Englishman to me, "I want straight to the German Consul and asked as politely as I could if he had a list of firms who dealt in such-and-such. Of course he had; he told me all about local prices, and he would be likely to do business with me. And all this very kindly to a Britisher, not a Dutchman, whereas that—then came a purple-voiced description of the Consul.

Mr. Chamberlain, replying last month through his secretary to a correspondent, said that the so-called agitation against him in Germany was so entirely artificial, and so entirely based on a misapprehension of his speech, that he did not propose to take any notice of it.

The death is announced in the home papers at Haslar Hospital of Sub-Lieut. W. Pope, R. N., who was recently on this station. Deceased, who was only 21 years of age, had been under treatment since his return from China, where he caught a severe chill, which developed into consumption. He was the fifth son of Mr. A. Pope, of South Coast, Dorsetshire.

A New York correspondent states that the Atlantic passenger pool is said to have broken down. The English lines say that the Germans began the trouble by giving superior accommodation below the agreed schedule. Hence the Cunard fixed a minimum rate on its crack boats of \$50. The North German Lloyd and Hamburg announce a cut of \$10. The White Star is expected shortly to announce a \$30 rate on the *Oceanic*, being, like the Cunard reduction, \$10 below the previous minimum.

The following item of news may be commended to those who groan over England falling out of the race in commerce and industry:—The Commercial Pacific Cable Company, lately organized at New York to lay an American Pacific cable between San Francisco and the Philippine Islands, has awarded the contract for the manufacture and laying of the first section between San Francisco and Honolulu to an English company, who guarantee to complete the said section in ten months. The contract price of this span is nearly \$3,000,000, and manufacture begins forthwith.

The article in the *National Review* (to which we recently alluded) suggesting an Anglo-Russian rapprochement made a great impression all over the Continent, and formed the theme of endless speculation in the foreign Press. Certain French newspapers went so far as to affirm that it was due to the inspiration of Lord Lansdowne. It attracted attention in Vienna, but in well-informed circles it was never regarded as anything more than a remarkable journalistic production, void of political foundation. The terms put forward as offering a basis for an understanding were clearly not of diplomatic origin. Eventually, the contemptuous tone in which some leading Russian journals scouted the suggestion of an Anglo-Russian agreement removed all doubt as to the idea having little or nothing in it.

To further the scheme of a School of Tropical Medicine in London, Sir Francis Lovell, who is making a tour in its interests, addressed a large meeting of medical practitioners at the Bombay University on the 25th ult. The address was a long one, and he concluded by saying that the active part taken by Mr. Chamberlain in starting the School, his anxiety that it may extend, and the large contributions made by the Indian, Colonial, and Foreign Offices to its funds, were a guarantee that the necessity for establishing and keeping up such an institution was appreciated by the Government. As the Government, however, could not be expected, even if desirable, to undertake the management and expense of the Medical School, it became necessary to look to the public, especially to those more directly interested in the tropics, for support. The meeting passed a sympathetic resolution, commending the object to the generous support of the Indian public.

The *L. & C. Express* says:—It is understood that one of the main objects of the tour of the Viceroy of India to Darnah is to himself look into the question of the means to be employed to develop trade between Upper Burma and South Western China. Our French friends, in perfectly friendly rivalry, as M. Donner has told us, have been very active on their side, while we have not been doing much to push matters on our frontier. There have been many advocacies of routes, though no one special road has stood out from amongst its rivals. Captain Spry, T. T. Cooper, Baber, Hovis, Colquhoun, and others have done much pioneer work, but their statements never led us along the one and only groove. More recently the late Captain Watts-Jones was said to have discovered a feasible route for the prolongation of the Upper Burma Railway into China. Lord Curzon has already dealt with the matter in his writings, and as a result of his visit we may trust that a quickening spirit in dealing with the problem will result. It is a matter that concerns both politics and commerce.

Nearly all the leading St. Petersburg journals, including a couple of the semi-official organs, have been raising a strong protest against the continuance of the Government subsidy to the Russian Volunteer Fleet, which has received 800,000 Rb. per annum for the last ten years. They declare that the Volunteer Fleet has signally failed to fulfil satisfactorily its dual mission of an efficient mercantile carrying concern between the Black Sea and the Far East, and when required to perform the duties of cruisers and transports. The five vessels attached by the Admiralty during the Chinese difficulty as fast scouting cruisers and transports were failures, and unjust aspersions have been thrown on the Tys Shipbuilding Company who completed the *Smolensk*, the latest addition to the Volunteer Fleet. The trial trips of every cruiser proved that they were constructed for the contracted speed and the contractors naturally understood that the ships would be handled by capable and experienced commanders and engineers. The St. Petersburg Press does not question the quality or capabilities of the cruisers, but they condemn the manner in which they are handled. And this brings them to the recommendation that the fleet of Russian vessels should be converted into fast cruisers and transports and formally incorporated with the Imperial Navy.

## TELEGRAMS.

## REUTER'S SERVICE.

London, 21st December.

## AUSTRALIA—THE "NECKAR" CASE.

The captain of the N. D. L. steamer *Neckar*, imprisoned at Fremantle for non-payment of the fine imposed for contravening the new Australian Customs law, has been released, the agents of the vessel having given their bond for the payment of the fine and costs.

## THE WAR—ENGAGEMENT WITH DE WET.

General Sir J. G. Dartnell has had an engagement with the Boers under De Wet near Langberg. Fighting lasted for four hours, the enemy being eventually driven off.

London, 22nd December.

## THE FRENCH INDEMNITY LOAN.

The French loan against the security of the Chinese indemnity has been covered twenty-four times.

## CHILE AND THE ARGENTINE.

The boundary dispute between Chile and the Argentine Republic is expected to result in war between the two countries.

## SOUTH AFRICA—THE NATIONAL SCOUTS.

Two hundred buyers of Standerton, South-east Transvaal, have joined the National Scouts.

## CHARGE AGAINST A SHIP'S MATE.

A Marine Court yesterday in the Harbour Office to make inquiry respecting certain charges of misconduct and disobedience to orders brought by John Charles Christian Petersen, master of the British barque *Vale of Doon*, of Hongkong, against Harry Gordon Harbord, mate of the said vessel. Commander R. Murray Ramsay, R.N., Stipendiary Magistrate, presided, and the other members of the Court present were Lieut. Payne-Gallwey, R.N., H. M. B. Goliath; William E. G. Craven, master of the British s.s. *Indurilla*; and E. F. Denmore, master of the British barque *Oleaga*.

Mr. Morgan Phillips, barrister-at-law, appeared for the master of the *Vale of Doon*, and Mr. Goldring, of Messrs. Dawson and Hastings, solicitors, for the defendant.

Mr. Morgan Phillips, in opening the case, said that the master of the *Vale of Doon* charged the mate with disobedience to orders and misconduct on a voyage of the ship from Hongkong to Borneo and back. The vessel was owned by Mr. Bruce in Amoy and was bought some four and a half years ago in England and brought out and sailed on this coast by Captain Petersen. He had been her master during the whole of that time, and he had been a master for the same vessel for a period of 11 years on the China coast, and during all that time he had conducted himself with propriety and satisfaction to his owner and everyone with whom he had come into contact. The *Vale of Doon* left Hongkong on the 17th September bound on a voyage to Borneo. The mate was shipped in Hongkong for a twelve months' engagement. There was a crew of 15 all told. Trouble seemed to have arisen immediately for in the official log-book of the 18th September there was an entry that when the captain requested the mate to take the time for a night for him the latter refused to do so. This was one of the acts of disobedience of which the master complained, and certainly not an unimportant one. On two other occasions the mate refused to take the night—10th October and 14th November. In addition to these, the master complained of general misconduct on the mate's part during the whole of the voyage. Witnesses, members of the crew, would state that the mate was continually speaking in the most disrespectful and violent way to those of the master, saying what he would do to him, and that upon more than one occasion he threatened the master and certainly on one occasion put his fist in the master's face and abused him. This course of misconduct through the whole voyage tended of course to cause insubordination in the crew and to render the proper sailing of the ship by the master almost impossible. He would produce in the case a letter written by the mate to the captain while on the voyage. It was received by the master on 28th November. This letter recited the complaints which the mate had to make against the master. It was a very long letter. In it the mate got to "seventeenth," as far as the complaints went. One of his statements in the letter was that "the class of officers you have had never dared complain, but with me it is different; I set up to the law and am no drunkard and cannot be bought for drink. Speaking French myself, I speak in various dialects, from negro French to pure French. I object to its use on a British vessel where English alone should be spoken," etc. The mate went on to say that French was used only because it was thought it would not be understood; it was a stab in the dark sort of work. Besides other remarks made in the letter, the mate told the master that "Evil communications corrupt good manners. Live with a pig and become a pig." A man who speaks such words such stuff as this could hardly be in his right senses, certainly not a man to fill the position of the mate of a ship.

John C. U. Petersen, the master, was the first witness called. He said he sailed on the 17th and had occasion to find fault with the mate on the 19th owing to his refusal to take the time for a night. On the 14th November he refused to take the night, and on the 15th he refused to take the night. On the day before that the mate used threatening language to him, abused him, and provoked him to strike. He behaved very insolently the whole voyage. On another occasion the mate swore at him and refused to obey orders with reference to the repair of a certain part of the rigging. He spoke to a crew a great deal, made chums with them, and relaxed discipline on board. Witnesses did not know what the mate said to the sailors, but if they had behaved towards the mate in the same manner as the mate behaved towards him, he thought it would have been called mutiny.

Cross-examined—During the four and three quarters years he had commanded the *Vale of Doon* he had had six mates before the defendant. He received complaints from the mate about the quality of the water and the food. It was the case that the mate's sextant was damaged by falling out of the bunk, but on no occasion when the mate asked to take a sight, or the time for a night did he refuse. On 8th or 7th December there was a row between the

mate and the crew, and witness heard cries of "Captain, captain." He went on deck and saw the mate and a sailor standing opposite each other, each with a capstan-bar in his hands. He afterwards found that the mate and the carpenter were both slightly wounded. The mate stated that he had given the carpenter some orders which the latter did not carry out; then a scuffle ensued and the crew attacked the mate with capstan-bars. The mate complained about the witness's wife being on board, saying that she was always talking to the crew and the cook. Her presence on board did not in any way interfere with accommodation provided for the mate.

Corroborative evidence was led for the prosecution.

No witnesses were called for the defence. The Court having heard and carefully considered the evidence given in the presence of the accused, and not having brought in any evidence, nor made any statement in his defence, found: "That the mate of the British barque *Vale of Doon*, Harry Gordon Harbord, who holds a master's certificate No. 67,333 of Bristol, 18th April 1888, was guilty of gross misconduct on board the said ship, and they therefore suspend his certificate for a period of six months from the date of this verdict. The Court recommended that it be desired to be granted a second mate's certificate during such suspension."

## THE CASE OF AMOK AT TIENTSIN.

We reprint from the *China Times* the following official account of the recent case of amok at Tientsin:—

TO THE EDITOR OF THE "CHINA TIMES": Sir,—In your issue of the 10th December you published an article on the very deplorable calamity caused by a frenzied Indian soldier on the 9th inst. As this article contains so many errors, which might be construed by your readers as a partial impeachment of the German, we would ask you to be so good as to publish the following account in the next issue with a view to their rectification.

The whole business clearly depends not so much on an unfortunate error on the part of the Germans as on a mistake, to use the word frequently employed by you, on the part of the Indian soldiers. As the enquiry has already confirmed, the frenzied Afidri without the slightest provocation from the German side, killed a German officer and a baker. All the above German soldiers were unarmed, and a German guard had not yet arrived on the scene. When the latter did arrive, the only person it used its arms against was the frenzied Afidri.

The Indian guard following up, fired into the German line, undoubtedly with the intention of shooting the Afidri, and the German soldiers engaged those by in building a church, who did not know what had previously occurred in the Indian barracks, could only suppose it was firing at them. The Indians then tried to force their way on to the strongly enclosed site occupied by the German commissariat, doubtless with the idea of seizing the medicines, but in such a manner, that the German soldiers hastening to the spot from where they were engaged in building the church, and suddenly seeing a German officer lying there in his blood, could only imagine an attack was intended.

They consequently seized the Indian guard, but not before some casualties had occurred, and even these injuries would not have been sustained by the guard if it had not resisted its attack.

We have the honour to be,  
etc.  
VON ROSENBERG.  
Major-General,  
Commanding German Troop.  
O'M. CREAGH, Major-General,  
Comd'g British Contingent,  
China Field Force.

Tientsin, 11th December, 1901.

## NANKING.

Nanking, 18th December.

## TRADE.

has considerably revived at this flourishing port since peace has been restored, and now that there is a certainty of the return of the Court to Peking, we confidently expect that the improvement will be permanent.

## DROUGHT.

Unfortunately, however, in agricultural matters, the prospect is a very gloomy one. The almost unprecedented floods of the summer were serious indeed, but the prevailing drought is really terrible. The rainfall during the past three months has been practically nil. In consequence, the ponds are with very few exceptions dry, and the wells are at least twenty feet below the surface. In many cases wells are guarded, for "family use only," and outsiders are prohibited from drawing water from them. There is talk of "praying for rain," publicly. This can only be taken as a symptom, however, if the prayers were accompanied with a little more commonsense action, an answer might be expected. If, for instance, the lay farmers would set to work and clean out the ponds, and deepen them about 10 or 20 feet, it would be a more real and sensible remedy for the drought of 10,000 souls of the poorest income and the money spent in candles, incense, and other adjuncts of the prayers would more than pay for these and other equally necessary improvements. A few artesian wells, and wind mills, would remove the evil effects of drought altogether.

## A FATAL RUSH FOR CONGE.

In order to relieve the present distress, the free distribution of Congee, a rice porridge, has been commenced. A number of soldiers, and a few civilians, were the poor to get their daily ration of 16 pence were fatally injured in the crush a few days ago. This is a disgrace to the official who is managing the business, as there were not enough soldiers to keep order.

## BAD MANAGEMENT.

This whole system of relief is an abomination. More than half of those who are thus fed are able-bodied, and ought to be at work on public works, and receive regular pay as decent human beings, and not be treated as beasts and wild beasts at that, who must be fed to keep them from robbery and pillage.

## JACK ASSHORE.

The recklessness of the parties of foreign sailors and marines that get ashore from the warships in port is becoming a source of danger to pedestrians. Between the vile spirits and the derelict people, Jack and his companions "make things lively" on the Malacca, from Sunday to Saturday. At the risk of getting an invective hurled at them, it is generally allowed that the U. S. S. "Bore," nearly every day of the week, recently, the Chinamen were brutally assaulted in an occasion by some marines. The timely interference of a foreigner saved one man from more serious injury. Since that happened, I hear the Captain and the Vice-Consul have very wisely instituted prohibition. It remains to be seen whether it prohibits.

## MILITARY OPERATIONS.

are quite common in the city. A few new recruits in the ranks of the Chinese and the Manchurian quarters for the







## NEW ADVERTISEMENTS

## LOST

**LEATHERPOCKET BOOK** containing Letter of Credit on Hongkong and Shanghai Bank and Chartered Bank of India, &c. Lost in Queen's Road this afternoon. Reward 10 dollars if brought to Hongkong Hotel. Contains also Papers and Cards. T. E. HARVEY.  
Hongkong, 24th December, 1901. [3305]

## NOTICE

## SPECIAL HOME RETURN TICKETS.

FROM the 1st January, 1902, we will issue SPECIAL HOME RETURN TICKETS available for two years (from date of departure, to date of arrival on return) for one and one half fare.

## E. A. HEWITT.

Superintendent,  
P. O. S. N. Co.  
P. DE CHAMPORIN,  
Acting Agent,  
Messageries Maritimes Cie.  
MELCHERS & CO.,  
Agents,  
Norddeutscher Lloyd.  
Hongkong, 24th December, 1901. [3301]

## PUBLIC AUCTION.

THE Undersigned have received instructions from LIEUT. HENDLEY, A.P.D., to sell by Public Auction,

## on SATURDAY,

the 28th DECEMBER, at 2.30 P.M., No. 4, LYVENHORN VILLAS, Kowloon, THE WHOLE OF HIS HOUSEHOLD FURNITURE, comprising:  
Double and Single IRON BEDSTEADS with WIRE and "AIR MATTRESSES," TEAKWOOD OVERMANTLE, DINNERS SERVICE, RUGS, TEAKWOOD DINING TABLE and CHAIRS, BOOKCASE, SIDEBOARD &c., &c.;  
Also  
One COTTAGE PIANO by W. Robinson & Co.  
TERMS:—As usual.

## HUGHES &amp; HOUGH,

Auctioneers.  
Hongkong, 24th December, 1901. [3304]

## IN THE MATTER OF ORDINANCE

## No. 2 of 1892.

## AND

## IN THE MATTER OF THE PETITION

## OF WILLIAM LAWRENCE

## VOELKER of 42, Bernard Street,

## London, England, Electrician for

## LETTERS PATENT for the exclusive

## use within the Colony of Hong-

## kong, of an Invention for Improve-

## ments in the Manufacture of Filaments

## for Incandescing Electric

## Lamps.

NOTICE IS HEREBY GIVEN that the Petition, Specification and Declaration required by the above cited Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said WILLIAM LAWRENCE VOELKER, by Deputies & Counsel, his Solicitors, to apply at the sitting of the Executive Council hereinafter mentioned for LETTEES PATENT for the exclusive use within the said Colony of Hongkong of the above named Invention. And NOTICE IS HEREBY ALSO GIVEN that a sitting of the Executive Council before whom the matter of the said Petition will come for decision will be held in the Council Chamber at the Government Offices, Victoria, Hongkong on THURSDAY, the 9th day of January, 1902, at 11 A.M.

Dated this Twenty-fourth day of December, 1901.

DENNYS & BOWLEY,  
Solicitors for the Applicants.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG,"

Captain Bathurst, will be despatched for the above ports on FRIDAY, the 27th inst. at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS, LAFFRAK & CO.,  
General Managers.

Hongkong, 24th December, 1901. [3297]

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI

(Taking Cargo at through rates to THINGWU, CHINKIANG and HANKOW.)

THE Steamship

"LONGMOON,"

Captain Schmidt, will be despatched for the above port on FRIDAY, the 27th inst. at DAYLIGHT.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to

SIEMSEN & CO.,  
Agents.

Hongkong, 25th December, 1901. [3313]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 27th instant, will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 23rd December, 1901. [3295]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM SEATTLE, TACOMA, YOKOHAMA, KOBE AND MOJI.

THE Company's Steamship

"TENKAI,"

having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.

DOUGLAS & CO., LTD.,  
Agents.

Hongkong, 24th December, 1901. [3303]

## NEW ADVERTISEMENTS

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Company's Steamship

## "LAISANG,"

Captain Payne, will be despatched as above on TUESDAY, the 31st inst., at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 24th December, 1901. [3296]

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS-POSTE FRANCAIS.

## FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

## THE Company's Steamship

## "CALEDONNIEN,"

Captain Blanc, will be despatched for the above ports on or about TUESDAY NEXT, the 31st instant.

For Freight or Passage, apply to

P. DE CHAMPORIN,  
Acting Agent.

Hongkong, 25th December, 1901. [3292]

## NIPPON YUSEN KAISHA.

## FOR MANILA.

## THE Company's Screw Steamship

## "KUMANO MARU,"

3,873 Tons Gross, Captain E. W. Hawell, will be despatched for the above port on THURSDAY, the 2nd January, at 4 P.M.

This new Mail Steamer is specially constructed for service in the Tropics, and is provided with superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Stewardess carried.

For Freight and Passage, apply to

A. S. MIHARA,  
Manager.

Hongkong, 25th December, 1901. [3300]

## FOR SALE

## PRIVATE TENDER.

## THE GOOD SEAWORTHY SAILING VESSEL

## "YOSHIE MARU"

(Japanese Barque),  
Belonging to the Undersigned,  
AS SHE LIES NOW IN KISUKAWA, OSAKA.

PARTICULARS OF THE VESSEL.—Wood hull; gross tonnage, 335.53 tons; registered tonnage, 343.98 tons; built at Hamburg in 1878, and fully repaired in 1899; length, 130 feet; breadth, 25 feet 6 inches; depth, 14 feet; with all necessary equipments for sailing.

The Barque can be inspected at any time.

The SALE will be made for CASH, payable on transfer of the vessel. All Transfer Fees to be paid by Purchaser.

The Undersigned retain the right of accepting or refusing any or all of the Tenders.

TENDERS will be received until 31st JANUARY, 1902, and decided on the 5th FEBRUARY, 1902.

N.B.—These particulars are presumed to be correct, but are not guaranteed.

For further information, apply to

S. OYA,  
Saikai-cho, 2-chome, Osaka.

Telephone: Nishi, No. 333.  
Osaka, 10th December, 1901. [3298]

## CHRISTMAS AND NEW YEAR HOLIDAYS.

In accordance with the provisions of Ordinance No. 6 of 1875 the undermentioned Banks will be CLOSED for the transaction of Public Business TODAY (WEDNESDAY) and TOMORROW (THURSDAY), the 25th and 26th inst. and on WEDNESDAY and THURSDAY, the 1st and 2nd January, 1902.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

T. P. COCHRANE,  
p. Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

T. JACKSON,  
Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED.

GEO. W. F. PLAYFAIR,  
Chief Manager.

For the MERCANTILE BANK OF INDIA, LIMITED.

JOHN THURBURN,  
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, HONGKONG BRANCH.

L. BERINDOAGUE,  
Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED.

J. W. E. TAYLOR,  
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED.

TARO HODSUMI,  
Manager.

For the IMPERIAL BANK OF CHINA.

E. W. BUTTER,  
Manager.

For the DEUTSCH-ASIATISCHE BANK, HONGKONG BRANCH.

H. SCHOTTLAENDER,  
Acting Manager.

Hongkong, 23rd December, 1901. [3277]

## CHRISTMAS AND NEW YEAR HOLIDAYS.

The Undermentioned Insurance Offices will be CLOSED for the transaction of Public Business TODAY (WEDNESDAY) and TOMORROW (THURSDAY), the 25th and 26th inst. and on WEDNESDAY and THURSDAY, the 1st and 2nd January, 1902.

JARDINE, MATHESON & CO.,  
General Agents,

CANTON INSURANCE OFFICE, LIMITED, and

General Managers,  
HONGKONG FIRE INSURANCE COMPANY, LIMITED.

For the UNION INSURANCE SOCIETY OF CANTON, LIMITED.

W. J. SAUNDERS,  
Secretary.

For the NORTH CHINA INSURANCE CO., LIMITED.

W. H. PERCIVAL,  
Agent.

For the CHINA TRADERS' INSURANCE CO., LIMITED.

W. H. RAY,  
Secretary.

For the YANKEE INSURANCE ASSOCIATION, LIMITED.

SHEWAN, TOMES & CO.,  
Agents.

For the CHINA FIRE INSURANCE CO., LIMITED.

GEO. L. TOMLIN,  
Secretary.

Hongkong, 23rd December, 1901. [3278]

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

## on SATURDAY,

the 28th DECEMBER, 1901, at 2.30 P.M., at his SALES ROOMS, Duddell Street,

EIGHTY PIECES OF VERY FINE IVORY CARVINGS;

## Also

A Quantity of JAPANESE PORCELAIN WARE,

## Comprising:

TEA SETS, DESSERT SETS, COFFEE CUPS and SAUCERS, TEA POTS, PLATES, VASES, JARDINIERS and STANDS, &c., &c.;

## and

A Few Pieces of CANTON BLACKWOOD FURNITURE.

On View from Friday, the 27th December. TERMS:—Cash on delivery.

GEO. P. LAMMEET,  
Auctioneer.

Hongkong, 23rd December, 1901. [3271]

## PUBLIC AUCTION.

THE Undersigned have received instructions from the Administrator of the Estate of Mr. J. J. FRANCIS, K.C. (deceased), to Sell by Public Auction,

## on MONDAY,

the 30th DECEMBER, 1901, at 11 A.M., at his OFFICES, No. 4, Des Voeux Road,

A Large Number of HISTORICAL, BIOGRAPHICAL, CLASSICAL, SCIENTIFIC, RELIGIOUS, MEDICAL, EDUCATIONAL, MILITARY, NAVAL, POLITICAL and LEGAL, POETICAL and THE DRAMA, TRAVEL and ADVENTURE, ESSAYS, REFERENCE BOOKS on SOUTH AFRICA and the FAR EAST, MISCELLANEOUS WORKS, &c., &c.;

Also a Number of BOOKS in the French, German and Spanish Languages.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 24th December, 1901. [3268]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

## on MONDAY,

the 29th JANUARY, 1902, at 2.30 P.M., at their SALES ROOMS, No. 20, Des Voeux Road,

The Wreck of the Steamship "FUTAMI MARU,"

as she now lies on the Island of Mindoro near Manila (Philippine Islands).

## IN ONE LOT.

The HULL, PROPELLER, SHAFTS, BOILERS and ENGINES, STEERING GEAR, TACKLE, CHAINS, ANCHORS, and all kinds of Material belonging to the ship.

67 PHOTOGRAPH and PLAN can be seen at the Office of the Auctioneers.

TERMS:—As Usual.

For further particulars, apply to

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 23rd December, 1901. [3270]

## A MOST USEFUL AND ACCEPTABLE

## XMAS PRESENT

## LOCKWOOD'S

## "PAMPA"

## CUTLERY.

The Ostrich on the Blade is a Guarantee of Genuine Sheffield Steel, of honest finish, a keen edge, highest excellence and denotes a Really Good Knife.

"PAMPA" Cutlery is more popular than ever.

## Sole Makers—

LOCKWOOD BROS., LD.,  
Sheffield.

## 行昌紹在存現辦貨活聯

## 看觀人任

Hongkong, 17th December, 1901. [3211]

## MINERAL LABORATORY.

Processes by Amalgamation, Chemical Analysis, Fire Assay, Cyanide and Chlorination.

## J. M. KAUFMANN &amp; CO.

Consulting Mechanical and Mining Engineers

Assays,

Experts in Mines, Minerals and Metals;

Mine Managers and Agents;

ROOMS: 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Cable Address: "EXPLORATION."

Scorabaya, 18 August, 1901. [2132]

## C. E. WARREN,

## BUILDING CONTRACTOR,

No. 34, WYNDHAM STREET.

## SANITARY APPLIANCES SUPPLIED

and FIXED. Specially Designed TRAPS for Bathrooms and Verandahs in Stock. Agent for MOSAIC TILES. Prices on Application.

## TO LET.

No. 10, ROBINSON ROAD (Corner House). Immediate Possession.

Apply to—

A. RUMJAHN,  
Hongkong, 24th December, 1901. [3293]

## BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD,"

21, CAHILL ROAD.

Hongkong, 20th September, 1900. [2403]

## BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS with Board.

Apply to Mrs. MATHER,

2, Fiddler's Hill,  
Hongkong, 1st January, 1892.

## TO LET

## TO LET.

No. 6, SEYMOUR TERRACE.

Apply to—

No. 5, SEYMOUR TERRACE,  
Hongkong, 3rd December, 1901. [3077]

## TO LET.

"RENSIDE," No. 37, ROBINSON ROAD.

Apply to—

S. A. RAMJAHN,  
Care of Thomas's Grill Room,  
Hongkong, 1st August, 1901. [1937]

## TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 29th November, 1901. [1832]



## HOTEL

Extracts from "BOA VISTA" Visitors' Book  
Everything most comfortable.  
Food good and nicely cooked.  
Everything supplied for comfort.  
The most attractive spot and very best hotel I have seen in China.  
Delighted with our visit. Too charming for words.  
We have spent the happiest hours of our lives at the "Boa Vista" Hotel.  
Delighted with hotel and Macao.  
An ideal place for a quiet holiday.  
"Boa Vista" is by a long way the best Hotel in the East. We cannot strongly enough recommend this first-class house.  
Food and attendance excellent, bed-rooms comfortable, scrupulous cleanliness throughout. For one desiring of a few days' rest and quiet recuperation, a *beau idéal* establishment.  
Most pleasant retreat for one either in good or bad health.  
Quel charmant petit endroit où se reposer de nos fatigues.  
Ravissant Hotel.  
A charming place.  
The best Hotel I have found in the Orient. [3165]

## INSURANCES

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**  
TOTAL FUNDS AT 31st DECEMBER, 1900, £14,792,681.

I. AUTHORIZED CAPITAL, £3,000,000 0 0  
SUBSCRIBED CAPITAL, 2,750,000 0 0  
PAID-UP CAPITAL, 887,500 0 0  
RESERVE FUNDS, 2,583,716 14 4

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**SHAW, TOMES & CO.,**  
Agents.  
Hongkong, 3rd July, 1901. [1641]

**SALAMANDER FIRE INSURANCE COMPANY.**  
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**HOTZ, JACOB & CO.,**  
Hongkong, 2nd April, 1900. [33]

**NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.**  
The Undersigned AGENTS of the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**SIEMSEN & CO.,**  
Agents.  
Hongkong, 29th May, 1899. [31]

**TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.**  
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**SIEMSEN & CO.,**  
Agents.  
Hongkong, 16th November, 1897. [29]

**THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.**  
INCORPORATED 1881.  
CAPITAL, £240,000.  
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**Wm MEYERINK & CO.,**  
Agents.  
Hongkong, 18th May, 1900. [185]

**AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.**  
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**REUTER, BROCKELMANN & CO.,**  
Agents.  
Hongkong, 21st April, 1897. [194]

**SUN INSURANCE OFFICE, LONDON.**  
FOUNDED 1710.  
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**SIEMSEN & CO.,**  
Agents.  
Hongkong, 10th May, 1892. [30]

**"L'URBAINE" FIRE INSURANCE COMPANY, LD.**  
(Established 1888).  
The Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.  
**P. LEMAIRE & CO.,**  
Hongkong, 7th February, 1901. [429]

**PHENIX FIRE OFFICE.**  
The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.  
**DOUGLAS LIPPAK & CO.,**  
Agents for the Phoenix Fire Office.  
Hongkong, 17th August, 1897. [132]

**SURGEON DENTIST.**  
No. 10, D'AGUIAR STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 23rd September, 1901. [2405]

**AMERICAN SYSTEM OF DENTISTRY.**  
AT  
No. 39, QUEEN'S ROAD CENTRAL.  
CHADWICK KEW  
(LATE OF ROYAL & NORTON).  
Hongkong, 15th September, 1899. [3129]

## ENTERTAINMENT

**HONGKONG BENEVOLENT SOCIETY**  
**A SUBSCRIPTION DANCE**  
in aid of the above SOCIETY will be held in the CITY HALL, on  
**JANUARY 24th, 1902, at 9.30 P.M.**  
Tickets ... \$5 each.  
Tickets may be had from Mrs. FORBES, East Point, or from Members of the Committee of the Society.  
Hongkong, 19th December, 1901. [3242]

## PUBLIC COMPANIES

**THE HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.**  
NOTICE IS HEREBY GIVEN that the SEVENTEENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the Registered Office of the Company, 38 and 40, Queen's Road Central, on FRIDAY, the 27th day of December, 1901, at Noon, for the purpose of receiving the Report of the General Manager, together with a Statement of Accounts for the year ending 30th November, 1901.  
The TRANSFER BOOKS of the Company will be CLOSED from the 20th to 23rd inst., both days inclusive.  
**JOHN D. HUMPHREYS & SON**  
General Managers.  
Hongkong, 14th December, 1901. [3171]

**THE DAIRY FARM COMPANY, LIMITED.**  
NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the COMPANY'S OFFICE, No. 2, Albert Road, Victoria, in the Colony of Hongkong, on FRIDAY, the 10th day of January, 1902, at 4 P.M., when the subject of the resolution which was passed at the Extraordinary General Meeting held on the 18th December, 1901, will be submitted for confirmation as a special resolution.  
That the figures in Article No. 10, Clause 15 of the Articles of Association of the Company, be altered to read \$1,500 (Fifteen hundred dollars).  
By Order of the Board of Directors.  
**R. P. MOFFITT,**  
Secretary.  
Hongkong, 24th December, 1901. [3287]

**CHRISTMAS 1901.**  
THE undersigned is now prepared to supply  
**CHRISTMAS CAKES**  
of the best quality, weighing from 1 lb. to 20 lbs., and also Mince Pie, Assorted Cakes, &c. &c.  
**DONABJEE NOWROOJEE,**  
Hongkong Bakery,  
51, Des Voeux Road.  
Hongkong, 7th December, 1901. [3123]

**NOTICE.**  
DURING REPAIRS to one of the Kowloon Peninsula cannot be maintained. Water will, however, be TURNED ON from about 6 A.M. till Noon.  
It is anticipated that the repairs will be completed and the full supply resumed within a few days.  
The districts of Mong-ko-kai and Yau-mai are not included in the above Notice, as they are supplied from a separate source.  
**W. CHATHAM,**  
Water Authority.  
Hongkong, 14th December, 1901. [3174]

**YEE SANG & CO.,**  
COAL MERCHANTS,  
have always on hand  
LARGE STOCKS OF EVERY DESCRIPTION OF COAL.  
Address—Care of Messrs. KWONG SANG & CO. No. 144, DES VOEUX ROAD. [583]

**A. LING & CO.,**  
FURNITURE STORE.  
FEATHER PILLOWS, PLATED GLASS AND CROCKERY WARE, Also POOCHOW LACQUERED WARE, FURNITURE ON HIRE.  
63, QUEEN'S ROAD CENTRAL.  
Hongkong, 5th December, 1901. [3102]

**THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.**  
THE above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for deck and boilers.  
Call Flag W.  
**J. W. KEW,**  
Manager,  
20, Des Voeux Road.  
Hongkong, 18th December, 1900. [316]

**COLD STORAGE.**  
THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Slaves will be open at 10 A.M. and 4 P.M. daily, Sundays excepted, to receive and deliver perishable goods.  
**Wm. PARIANE, Manager.**  
Hongkong, 18th November, 1901. [65]

**NOTICE.**  
THE Undersigned carry in Stock an extensive line of CIGARS and CIGARETTES from the "GERMINAL" FACTORY of Manila, for which they are Sole Agents in Hongkong. Prices moderate. Stock of specially selected quality. A trial solicited. Special Terms to Exporters.  
**F. M. STEVENS & CO.,**  
Braconfield Arcade.  
Hongkong, 2nd August, 1901. [1913]

**H. F. CARMICHAEL**  
CONSULTING ENGINEER,  
SURVEYOR AND CONTRACTOR,  
QUEEN'S BUILDINGS.  
TELEGRAMS: "CARMICHAEL," HONGKONG A B C Code, 4th Edition.  
A 1 Code.  
Lieber's Standard Code.  
TELEPHONE, 232.  
Hongkong, 21st June, 1901. [3131]

## [ALL RIGHTS RESERVED.]

**A QUEEN OF HEARTS,**  
BY  
**A. ST. JOHN ADCOCK**  
(Author of "In the Wake of the War," "East End Idylls," &c.).  
Buncle was inclined to be captious.  
"The best on 'em," he observed, "ain't always the best lookin'."  
"Not always," Mr. Pleet admitted. "But Rose—the one I'm telling you about—"  
"There's another sing'lar thing," Mr. Hendry interrupted, "that's my daughter's name too!"  
Mr. Pleet shook his head obstinately.  
"As I said afore," Mr. Hendry insisted, "this gal you talk about with the blue eyes an' dimples, an' wonderful small mouth, an' nose—"  
"An' fluffy brown hair," prompted Buncle.  
"An' fluffy brown hair—she reminded me of my daughter at once. It's her exact. An' now even the very name's the same."  
"P'raps," suggested Buncle, "it's the same gal."  
They were seated by the fire at the end of the hospital ward—Buncle (so called in acknowledgment of the vicious red knob that glared from the back of his neck like a misplaced eye), Mr. Pleet, Mr. Funt, and one or two others, whilst Mr. Hendry, lying in the bed nearest the fireplace, had assisted the conversation in its later developments. They had chatted drowsily of nothing in particular until Mr. Pleet became pensive and lapsed into intimate personal reminiscences.  
"Couldn't be the same, Buncle," Mr. Pleet demurred. "Mr. Hendry's daughter wouldn't be named Robinson and that was her other name."  
"Names don't make no difference," protested Mr. Funt impatiently. "If you ask me, they're all alike. She just amused herself with you, I s'pose, an' chucked you."  
"No, sir. She did not chuck me," cried Mr. Pleet warmly. "Never had anything to do with me. It wasn't to be expected that she should. He was a scraggy young man with a pallid, long face, that was looking now indignantly. "She was miles too good for me. And so pretty as good. She never knew I cared about her—I hadn't got the nerve to tell her."  
"Oh, she married a grocer. I often wonder how he had the cheek. He's no better than me, really; he's a sort of man I shouldn't ha' thought anybody could like. I've thought of going in the shop to buy something, I dursay she helps behind the counter, but—well, I haven't been yet."  
"You ain't got no pluck," growled Buncle.  
"You ain't got no pluck." Buncle was an authority in such matters, being himself a decayed pugilist of thirty, and famous as a heavy-weight champion in his way.  
"No, Buncle," Mr. Pleet pursed his lips and sighed. "It was the feeling that I wasn't good enough. She was that pretty, and that—there! I never met the likes of her, sir, an' never shall."  
"You will," Mr. Hendry was confident. "My daughter'll be here next Sunday, then you can see for yourself if she ain't the very image of this gal you talk about."  
Mr. Pleet sighed again, and was unconvinced. "You'll think I'm boasting," pursued Mr. Hendry, "but there's more'n one young feller would give his head to marry my daughter Rose—but, bless yer, not she. She's that fond of me an' her mother, she won't leave us for nobody! His rugged features glowed with pride in her. "She's in a big dappery shop, an' lives in, as they call it, so they don't pay her much, but she always got a little to give us a life with where we want it. An' we do want it sometimes. This makes the third time in two years I've bin here to have this operation done, and while I laid up, though the missus does her best, the business suffers."  
"Ye can't expect a woman to tackle book-keeping," Mr. Funt opined.  
"Not likely," agreed Mr. Hendry. "She has to employ a man in the shop, an' manage somehow. An' Rose gets round o' night when she can to help her. Ah!—his eyes grew moist and his voice quavered, "she's the loveliest little soul breathing. She's got the face of an angel, an' the voice of an angel too. You ought to hear her sing, Mr. Pleet. It's a fair treat."  
"Rose—the one I used to know," said Mr. Pleet moodily, "she could sing. I heard her once at a party."  
"There you are again. Just like my daughter—exact."  
But Mr. Pleet sighed, and shook his sentimental head, and doubted still.  
He sat apart during the rest of that day, absorbed in melancholy musings; twice he wandered back to the bedside of Mr. Hendry, and stared thoughtfully down on that patient, as if he were about to ask him something, but he walked away each time without speaking.  
Towards evening, he roused himself sufficiently to write to his mother desiring that she would send him by return of post a blue necktie with white stripes on it, as he found himself in dire need of a new article of that description for Sunday wear.  
The next day, and on Sunday he paraded the ward in it. Also it might have been noticed that he was unusually nice in the arrangement of his hair, and that thrice in the course of the morning he borrowed a clothes brush, and brushed imaginary dust off his grey coat.  
The hours moved slowly, and when dinner had been despatched, Mr. Pleet began to develop an acute restlessness. Mr. Hendry, who was up and dressed, sat quietly conversing in a window-seat with Buncle and a few others, but Mr. Pleet rambled up and down in a condition of nervous expectancy, keeping an anxiously watchful eye on the door, though it was known that his mother had written to say she was laid up with a sharp touch of rheumatism, and he was expecting nobody to see him.  
Several visitors had arrived; certain war patients had grown radiant at sight of them, and the air was alive with a murmur of friendly voices, when the entrance of two more strangers, a young woman and an old one, threw Mr. Pleet into a flutter of uncertainty. He gazed from them to Mr. Hendry as that gentleman started up with a gesture of welcome, then, laughing merrily under his breath, he withdrew into an unoccupied embrasure and frowned savagely out on as much of the street as was visible over the wall of the hospital garden.  
"Angel!" he sneered cynically. "Like her? Bah! Never saw anything uglier outside a penny show."  
He chuckled mockingly and saw again in fancy the short, ungainly figure of Miss Hendry; as it had appeared in the doorway, her somewhat freckled face, and rather wide mouth. He was still sneering and laughing bitterly to himself when the hand of Mr. Hendry on his shoulder and the voice of Mr. Hendry in his ear suddenly roused him.  
"We've been looking for you, Mr. Pleet. Here's Mrs. Hendry, an' Rose—my daughter. This is Mrs. Pleet, Rose."  
Mr. Pleet turned and saw them. Buncle accompanied them, and two younger patients, who, having no visitors of their own, had attached themselves to Mr. Hendry's.  
Now, directly Mr. Pleet shook hands with Rose, he felt ashamed of himself. Not only ashamed; he felt surprised at himself. For certainly she had the kindest and most wonderful blue eyes he had ever looked into; her slim, white hand was so small that he thrilled at the touch of it; and her smile and her voice were so full of sympathy and sweetness that, while he looked at her and listened to her, Mr. Pleet marvelled how his sight could have deceived him so at first.  
She passed on and left him dazed. Mr. Hendry's pride and delight in her were such that nothing would satisfy him but she must go a tour round the ward, and be introduced to all the other patients, and she laughingly humoured him. But Buncle and the rest of the party lingered with Mrs. Hendry, who had sat down to rest herself, and Mr. Pleet was too shy to go on without them.  
He couldn't be prouder of her," remarked Mrs. Hendry good-naturedly, "not if she was a princess, he couldn't."  
She was a chatty little woman, but hard of hearing, and sat witnessing the triumphant progress of Mr. Hendry and Rose with a quiet smile that had something of pride in it, too.  
"People laugh at him, I know," she added, "because he talks so much of her, an' thinks there ain't no girl like her, less her."  
At which one of the two younger patients mumbled a feeble jest that Mrs. Hendry did not hear. Buncle, without seeming to have heard it either, moved aside casually and annexing the offender by the ear led him apart.  
"Gilly fool," he hissed. "Say that again, an' I'll put such a face on you, yer won't be pretty enough to go out o' doors for a month."  
"Lo me alone," returned the other defiantly, yet with a wholesome respect for Buncle's professional reputation. "It's nothin' to do with you. I shall say what I like."  
"Will yer?" You say it again, and see what you'll get."  
With that Buncle cast the young man loose, and left him hovering dazedly in the perspective, where if he did say it again he said it innately. "He will have it," Mrs. Hendry resumed, as Buncle came back to his place beside her, "that she's downright pretty. I dursay he told you so? He's that fond of her, you see. She's a dear good girl, an' that's better than bein' pretty, says I. "But as for bein' pretty—well, she laughs at him."  
"Oh, she ain't so bad," protested Buncle. "Mr. Pleet glanced at him contemptuously.  
"Eh? Ah! you may say so. And everybody likes her. I was goin' to say—But there—ye'll be thinkin' I'm as bad as her father. Not as I ever fancy she's exactly pretty, but what I do say is, looks ain't everything. Eh?"  
"Oh, she ain't," Buncle paused, and coughed, as though groping after a new form of words, but came awkwardly to his former conclusion, "she ain't so bad."  
Mr. Pleet regarded him with acerb and resentment.  
Meanwhile, Mr. Hendry and Rose had travelled up one side of the ward and down the other, and every patient Rose spoke to, and of course she spoke to them all, involuntarily caught and reflected back upon her something of the homely brightness of her plain, pleasant features; so that when, at length, she and Mr. Hendry rejoined the group that awaited them, wistful eyes were peering after her from all parts of the room.  
(To be continued.)

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1. From Green Island to the Harbour Master's Office.  
2. From Harbour Master's Office to Blake Pier.  
3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	GLAUCUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-morrow.
LONDON	JAVA	Brit. str.	2 m.	G. W. Gordon, R.N.	P. & O. S. N. Co.	On 25th inst., at Noon.
LONDON	GLAUCUS	Brit. str.	2 m.	Donaldson	McGOWAN BROS. & CO.	On 25th inst., at Noon.
LONDON, &c., via PORTS OF CALL.	VALETTA	Brit. str.	2 m.	A. G. Cuthbert, R.N.	P. & O. S. N. Co.	On 25th inst., at Noon.
LONDON	DEUCALION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th inst., at Noon.
LONDON	PERLUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th inst., at Noon.
LONDON	STRENGTH	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th inst., at Noon.
LONDON	IDONEUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th inst., at Noon.
LONDON	ARAJ	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th inst., at Noon.
LIVERPOOL DIRECT.	PATROCLES	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th inst., at Noon.
LIVERPOOL DIRECT.	PANALUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	WAKABA MARU	Jap. str.	2 m.	J. E. Macmillan	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	YAKUBA	Jap. str.	2 m.	N. J. Macmillan	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	KANAGAWA MARU	Jap. str.	2 m.	N. J. Macmillan	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	KONIG ALBERT	Ger. str.	2 m.	C. Polack	McGOWAN BROS. & CO.	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	NUERNBERG	Ger. str.	2 m.	Ammon	HAMBURG-AMERIKA LINIE	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	STRASSBURG	Ger. str.	2 m.	Madson	HAMBURG-AMERIKA LINIE	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	SAMBIA	Ger. str.	2 m.	Schmidt	HAMBURG-AMERIKA LINIE	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	AMERICA	Ger. str.	2 m.	Duckstein	HAMBURG-AMERIKA LINIE	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	C. FRED. LAEISZ	Ger. str.	2 m.	Fuchs	HAMBURG-AMERIKA LINIE	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	MARIA VALERIS	Ger. str.	2 m.	Ballen	HAMBURG-AMERIKA LINIE	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	OSONAT	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	ARAJ	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	EMPEROR OF CHINA	Brit. str.	2 m.	R. Archibald, R.N.	CANADIAN PACIFIC R. CO.	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	TARTAR	Brit. str.	2 m.	E. Beetham	CANADIAN PACIFIC R. CO.	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	VICTORIA (B.C.) & TACOMA VIA SHANGHAI, &c.	Brit. str.	2 m.	P. Paulon	DODWELL & CO. LIMITED	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	VICTORIA (B.C.) & TACOMA VIA SHANGHAI, &c.	Brit. str.	2 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	VICTORIA (B.C.) & TACOMA VIA SHANGHAI, &c.	Brit. str.	2 m.	F. L. Pyne	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	INDRAVALLI	Brit. str.	2 m.	W. E. Craven, R.N.	POSTLAND & ASIATIC S.S. CO.	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	YETRA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	CHINOW	Brit. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	KYANG MARU	Brit. str.	2 m.	St. John George	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	ALISH	Brit. str.	2 m.	E. Spicer, R.N.	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	SHANGHAI	Brit. str.	2 m.	T. Muri	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	HIROSHIMA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	CHANGSHA	Jap. str.	2 m.	J. W. Wale	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	TAMBA MARU	Jap. str.	2 m.	F. Davis	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	BINGO MARU	Jap. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	KASUGA MARU	Jap. str.	2 m.	Schmidt	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	LOONGMOON	Ger. str.	2 m.	Blanc	MESSAGERIES MARITIMES	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	CALDONEN	Ger. str.	2 m.	F. W. Vibert	P. & O. S. N. Co.	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	CHONANDER	Brit. str.	2 m.	K. Suda	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	AMONG MARU	Jap. str.	2 m.	T. Sale	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	MAIDURU MARU	Jap. str.	2 m.	T. Kikuchi	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	SHANTUNG	Jap. str.	2 m.	Bathurst	DOUGLAS LARPAK & CO.	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	DAGU MARU	Jap. str.	2 m.	R. Rodger	BUTTERFIELD & SWIRE	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	HAIDONG	Jap. str.	2 m.	R. Rodger	BUTTERFIELD & SWIRE	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	BRUCKEN	Jap. str.	2 m.	R. Rodger	BUTTERFIELD & SWIRE	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	EMERALDA	Jap. str.	2 m.	R. Rodger	BUTTERFIELD & SWIRE	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	YUENANG	Jap. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	KUMANO MARU	Jap. str.	2 m.	Tate	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	ROSETTA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	CHINOW	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	SHANGHAI	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	KAGOSHIMA MARU	Jap. str.	2 m.	K. Kori	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MADEIRA, LONDON & ANTWERP, v. S. F. &c.	LAISANG	Jap. str.	2 m.	Payne	JARDINE, MATHESON & CO.	On 25th inst., at Noon.

## SHIPPING.

**ARRIVALS.**  
Dec. 23, ESMEERALDA, British steamer, 966, R. Rodger, Manila 20th Dec., General.  
Dec. 23, LAISANG, British str., 2,225, Payne, Calcutta 8th Dec., Opium and General.  
Dec. 24, CHANGCHOW, British str., 1,203, J. C. Armistead, Tongku and Chetoo 16th Dec., Groundnuts.  
Dec. 24, FOOCHOW, British str., 1,158, Smale, Taka Haru via Chetoo 17th Dec., Groundnuts.  
Dec. 24, GLENROY, British str., 3,141, Selby, Fouchow 22nd Dec., General.  
Dec. 24, HAIKUN, British str., 1,131, J. S. Roush, Swatow 23rd Dec., General.  
Dec. 24, HONGKONG, French str., 862, Pannier, Hongkong, Pakhoi, Heihow and Kwong-chow via 23rd Dec., General.  
Dec. 24, KATSUMA MARU, Jap. str., 1,098, K. Hayashi, Chetoo 18th Dec., General.  
Dec. 24, KONIG ALBERT, German str., 6,580, C. Polack, Yokohama 14th Dec., Mails and General.  
Dec. 24, LYNNHOLM, German str., 1,238, Th. Lehmann, Shanghai 21st Dec., General.  
Dec. 24, SHANGHAI, British str., 1,021, Moore, Manila 21st Dec., General.  
Dec. 24, TAIKUN, Amr. str., 1,210, Patterson, Shanghai 21st Dec., General.  
Dec. 24, TAIKUN, Amr. str., 3,010, H. C. Harris, Tacoma 19th Nov., Flour.  
Dec. 24, TAIKUN, Amr. str., 3,010, H. C. Harris, Tacoma 19th Nov., Flour.  
Dec. 24, TAIKUN, Amr. str., 3,010, H. C. Harris, Tacoma 19th Nov., Flour.

## CLEARANCES.

At the Harbour Master's Office.  
24th December.  
Arratoon Apar, British str., for Singapore.  
Balebrek, German str., for Shanghai.  
Daybreak, Amr. str., for Shanghai.  
Diamond, British str., for Amoy.  
Glenak, British str., for Shanghai.  
Glenroy, British str., for Singapore.  
Hailon, French str., for Hongkong.  
Hue, French str., for Kwong-chow wan.  
Kamchi Maru, Japanese str., for Yokohama.  
Matsumura Maru, Japanese str., for Swatow.  
Peiyang, German str., for Saigon.  
Rosetta Maru, Japanese str., for Manila.  
Serbia, German str., for Singapore.  
Silesia, German str., for Singapore.  
Thales, British str., for Pakhoi.  
Tym, Norwegian str., for Haiphong.

## DEPARTURES.

24th December.  
ARRATOON APAR, British str., for Calcutta.  
BABELSBERG, German str., for Shanghai.  
DAYBREAK, Amr. str., for Shanghai.  
DIAMOND, British str., for Amoy.  
GLENK, British str., for Shanghai.  
GLENROY, British str., for Singapore.  
HAILON, French str., for Hongkong.  
HUE, French str., for Kwong-chow wan.  
KAMCHI MARU, Japanese str., for Yokohama.  
MATSUMURA MARU, Japanese str., for Swatow.  
PEIYANG, German str., for Saigon.  
ROSETTA MARU, Japanese str., for Manila.  
SERBIA, German str., for Singapore.  
SILESIA, German str., for Singapore.  
THALES, British str., for Pakhoi.  
TYM, Norwegian str., for Haiphong.

## VESSELS IN DOCK.

24th December.  
ARRATOON APAR, British str., for Calcutta.  
BABELSBERG, German str., for Shanghai.  
DAYBREAK, Amr. str., for Shanghai.  
DIAMOND, British str., for Amoy.  
GLENK, British str., for Shanghai.  
GLENROY, British str., for Singapore.  
HAILON, French str., for Hongkong.  
HUE, French str., for Kwong-chow wan.  
KAMCHI MARU, Japanese str., for Yokohama.  
MATSUMURA MARU, Japanese str., for Swatow.  
PEIYANG, German str., for Saigon.  
ROSETTA MARU, Japanese str., for Manila.  
SERBIA, German str., for Singapore.  
SILESIA, German str., for Singapore.  
THALES, British str., for Pakhoi.  
TYM, Norwegian str., for Haiphong.

## SHIPPING REPORTS.

The British steamer *Shanghai*, from Manila 21st inst., had fine weather and light winds throughout.  
The British steamer *Shanghai*, from Manila 21st inst., had fine weather and light winds throughout.  
The British steamer *Shanghai*, from Manila 21st inst., had fine weather and light winds throughout.

## VESSELS ON THE BERTH

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE  
ATCHESON, TOPEKA AND SANTA FE  
RAILROAD CO.  
HONGKONG TO SAN DIEGO  
AND SAN FRANCISCO,  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.  
TAKING CARGO AND PASSENGERS  
TO JAPAN PORTS AND  
HONOLULU.  
THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH  
AMERICA, &c.  
S.S. "THYRA"..... On 26th December.

THE Steamship "THYRA" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE, and YOKOHAMA on THURSDAY, the 26th December.  
Through Bills of Lading issued to any point in the United States.  
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Postages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.  
Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.  
For further information as to Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, China and Japan.  
Hongkong, 18th December, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.  
SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.  
LONDON, HAVRE, BORDEAUX, &c.  
ALSO  
PORTS OF BRAZIL AND RIVER PLATE.  
ON MONDAY, the 30th December, 1901, at 1 P.M., the Company's Steamship "YARBA" Captain Negre, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.  
This Steamship connects at COLOMBO with the a.s. *Polymetion* which vessel takes on her Passengers and Mails leaving that port on the 11th January, 1902, direct to Suez, Port Said and Marseilles.  
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
Shipping Orders will be granted till Noon, Cargo will be received on board until 3 P.M. the 29th December. (Parcels are not to be sent on board; they must be left at the Agency's Office.)  
Contents and Value of Packages are required.  
For further particulars, apply at the Company's Office.  
P. DE CHAMPORIN,  
Acting Agent,  
Hongkong, 18th December, 1901.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	DESTINATIONS	SAILING DATES
KONIG ALBERT	WEDNESDAY	25th December.
PRINZESS IRENE	WEDNESDAY	8th Jan., 1902.
PRINZ HEINRICH	WEDNESDAY	22nd Jan., 1902.
PREUSSEN	WEDNESDAY	5th Feb., 1902.
* KAMURO MARU	WEDNESDAY	19th Feb., 1902.
* SACHSEN	WEDNESDAY	5th Mar., 1902.
* KLAUPTSCHOU	WEDNESDAY	19th Mar., 1902.
* BAYERN	WEDNESDAY	2nd Apr., 1902.
* STUTTGART	WEDNESDAY	16th Apr., 1902.
KONIG ALBERT	WEDNESDAY	30th Apr., 1902.
PRINZESS IRENE	WEDNESDAY	14th May, 1902.
PRINZ HEINRICH	WEDNESDAY	28th May, 1902.
PREUSSEN	WEDNESDAY	11th June, 1902.
* HAMBURG	WEDNESDAY	25th June, 1902.

ON WEDNESDAY, the 25th day of December, 1901, at 4 P.M., the Steamship "KONIG ALBERT" of the Norddeutscher Lloyd, Capt. C. Polack, with MAILS, PASSENGERS, SPECIE AND CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA. Shipping Orders will be granted till Noon on Monday, the 23rd December, and Cargo and Specie will be received on Board until 5 P.M. on Tuesday, the 24th December. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewardess.  
Linen can be washed on board.

For further Particulars, apply to  
NORDDEUTSCHER LLOYD.  
MELCHERS & CO., AGENTS.  
Hongkong, 20th December, 1901.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	DESTINATIONS	SAILING DATES
WAKABA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 27th December, at DAYLIGHT.
IYO MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE & YOKOHAMA	MONDAY, 30th December, at 4 P.M.
HIROSHIMA MARU	KOBE (DIRECT)	TUESDAY, 31st December, at NOON.
BINGO MARU	NAGASAKI, KOBE and YOKOHAMA	THURSDAY, 2nd January, at DAYLIGHT.
KUMANO MARU	SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	THURSDAY, 2nd January, 1902, at 4 P.M.
KAGOSHIMA MARU	BOMBAY via SINGAPORE and MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	SATURDAY, 4th January, at NOON.
KANAGAWA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 10th January, at DAYLIGHT.
KINSHU MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE & YOKOHAMA	MONDAY, 13th January, at 4 P.M.
TAMBA MARU	KOBE & YOKOHAMA	FRIDAY, 17th January, at DAYLIGHT.
KASUGA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 17th January, at NOON.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the Great Northern Railway and Atlantic Steamers.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.  
A. S. MIHARA, Manager.

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FAHRTAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
NUERNBERG	HAVRE, BREMEN, ROTTERDAM and HAMBURG	On 13th Jan., 1902. Freight.
Capt. Ammon	(Calling at Singapore and Penang)	
STRASSBURG	HAVRE, ROTTERDAM and HAMBURG	On 13th Jan., 1902. Freight.
Capt. Madson	(Calling at Singapore and Penang)	
SAMBIA	HAVRE, BREMEN & HAMBURG	On 23rd Jan., 1902. Freight.
Capt. Schmidt	(Calling at Singapore and Penang)	
AMERICA	HAVRE & HAMBURG	On 15th Feb., 1902. Freight.
Capt. Duckstein	(Calling at Singapore and Penang)	
C. FRED. LAEISZ	HAVRE & HAMBURG	On 25th Feb., 1902. Freight.
Capt. Fuchs	(Calling at Singapore and Penang)	

For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
QUEEN'S BUILDING, No. 1.

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
VICTORIA	3502	J. Fenton	December 27th
OLYMPIA	2837	J. Truebridge	January 11th
GLENHOLM	3750	W. Frakes	February 7th
DUKE OF FIFE	3821	J. S. Cox	February 22nd

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 252.  
Excellent accommodation. First-class Table D'Hotel and Stewardess carried.  
Passenger to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.  
HONGKONG TO NEW YORK, 245.  
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains; day and night; TACOMA to NEW YORK in 4 1/2 days. Magnificent scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 22.  
The best route to the Klamath Gold Fields. Frequent sailings from Victoria and TACOMA to LEXA and ST. MICHAEL.

Rates of Passage to other Ports on application.  
A Special Rate allowed to Members of Government Service.  
For further information as to Passage or Freight, apply to  
DODWELL & CO. LIMITED,  
General Agents.

Hongkong, 5th December, 1901.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON .....	JAVA .....	Noon, 25th	Freight or Passage.
	G. W. Gordon, R.N. ....	December	
YOKOHAMA via SHANGHAI & MOJI and KOBE (Passing through the Inland Sea) .....	SHANGHAI E. Spicer, R.N. ....	About 30th December.	Freight or Passage.
LONDON, &c. ....	VALETTA A. G. Uchit, R.N. ....	Noon, 4th January	See Special Advertisement
SHANGHAI .....	COROMANDEL F. W. Vibert .....	About 4th JANUARY	Freight or Passage.



## VESSELS ON THE BERTH

## OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"STENTOR"	On 26th December.
GLASGOW and LIVERPOOL	"MEMNON"	On 2nd January.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 8th January.
GLASGOW and LIVERPOOL	"TANTALUS"	On 18th January.
GLASGOW and LIVERPOOL	"AJAX"	On 22nd January.
GLASGOW and LIVERPOOL	"PYRHEUS"	On 31st January.
HOMEWARDS	STEAMERS	TO SAIL
LONDON	"GLAUCUS"	On 25th December, P.M.
LONDON	"DEUCALION"	On 7th January.
LONDON	"PELEUS"	On 21st January.
LONDON	"STENTOR"	On 4th February.
LONDON	"IDOMENEUS"	On 18th February.
LONDON	"AJAX"	On 4th March.
LIVERPOOL DIRECT	"RATROCLUS"	On 20th January.
LIVERPOOL DIRECT	"TANTALUS"	On 15th February.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
AGENTS O. S. S. Co.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOI, SAMARANG & SOERABAYA	"SHANTUNG"	On 24th December.
AMOI, SAMARANG & SOERABAYA	"BRUKBURN"	On 28th December.
MANILA, CEBU and ILOILO	"SUNGKIANG"	On 31st December.
Kobe and YOKOHAMA	"CHANGSHA"	On 12th January, 1902
MANILA	"CHINGTU"	On 16th January, 1902
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE	"CHINGTU"	On 16th January, 1902

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 18th November, 1901.

Hongkong, 23rd December, 1901.

## SHEWAN TOMES &amp; CO.'S NEW YORK LINE.

## FOR NEW YORK VIA SUEZ CANAL.

THE Steamship  
"ASAMA"  
Captain Bensen, will be despatched as above on 31st December.

For Freight, apply to  
SHEWAN TOMES & CO.  
Hongkong, 23rd December, 1901.

Hongkong, 23rd December, 1901.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TAI-MARIA, &c.)

THE Steamship  
"AIRLIE"  
Captain St. John George, will be despatched as above on THURSDAY, the 9th January, 1902, at NOON.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stevedore and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 17th December, 1901.

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## NOTICE TO CONSIGNEES.

## "GLEN" LINE OF STEAMERS.

## FROM ANTWERP, MIDDLESBRO, AND LONDON.

## THE Steamship

## "GLENESK."

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignee will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 25th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognized.

McGREGOR BROS. & GOW,  
Hongkong, 20th December, 1901.

Hongkong, 20th December, 1901.

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Hongkong, 20th December, 1901.

## INTIMATIONS

OWNERS of HOUSES situated in the Western Division of the City of Victoria who have not had their Premises LIME-WASHED and CLEANED in accordance with Law are reminded that the period during which this work should be finished ends on the 31st day of December, 1901, and the Sanitary Board being convinced of the necessity of cleanliness in its efforts to STAMP OUT PLAGUE, is determined to PROSECUTE any Owner in default after the above named date.

By Order of the Board.  
G. A. WOODCOCK,  
Secretary.

Sanitary Board Office,  
1st December, 1901.

Note.—The Western Division of the City lies to the West of Morrison and East Streets.

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